

New Haven Rail Yard – Independent Wheel Truing Facility

Project Number 300-0139



Project Description:

This facility is for re-profiling the steel wheels on the new and existing New Haven Line and Shoreline East rail cars. This re-profiling consists of milling the wheels to restore wheel diameter parity and profile as a result of the stresses of track wear, drift, spalling and wheel flat spots. The wheel machine is an under-floor tandem type machine which can true both axles on a truck at the same time as vehicles are pulled over the machine, for ease of operation and to speed turnaround time. The building encloses the machine pit on a single track and includes extensions to house a pair of cars indoors at both ends of the facility.

Project Team:

- Project Management: CTDOT District 1A Construction Office
- Project Designer: PB Americas, Inc.
- General Contractor: Rizzo Corporation

Project Status:

The project is currently in construction. Project stages include:

- Design: Completed April 21, 2010 and approved by CT DOT & Metro-North
- Award: June 3, 2011
- Notice to Proceed: July 18, 2011

Project Milestones:

The construction Baseline Schedule will be developed following NTP. The anticipated milestones based on contract requirements are as follows:

<u>Milestone</u>	<u>Expected Schedule</u>
Phase I Parking/Utilities Complete	October 26, 2011
Building Shell Complete	October 10, 2012
Commissioning Complete	March 12, 2013
Construction Complete	April 12, 2013
Equip. Move and Operational	June 10, 2013

**Financial Summary:**

Funding: State: \$35.9 million

Original Project Budget: \$35.9 million *(Budget includes Construction Contractor, Construction*

Current Project Budget: \$35.9 million *Administration and Inspection, Utilities , Metro-North Flagging & Force Account)*

Construction Cost to Date: \$0.2 million

Challenges and Risks:Schedule Risk

- Phase 1 relocation of existing yard employee parking and associated site and utility work is required prior to starting work on the building. Phase 1 must be completed before the 2011/2012 winter season to maintain the schedule.
- Building construction must be carefully coordinated with a separate contract for procurement and installation of the under-floor wheel lathe.
- The transition time between construction and operations, which includes small equipment set-up and stocking parts, will be carefully planned to better manage time. A Transition Team, comprised of representatives from all stakeholders, has been formed to address this challenge.

Budget Risk

- Scope changes or revisions must be carefully monitored and controlled to minimize or avoid changes whenever possible.

Risk to Operations

- Construction of the facility will take place in the center of the rail yard. Close coordination of track outages and strict enforcement of limitations on contractor operations is required to cause the least disruption to ongoing rail yard operations.
- Several elements of the Project must interface with existing infrastructure, such as tracks, catenary, power distribution and communication circuits. These impacts must be closely coordinated to cause the least disruption to ongoing rail yard operations.

Interfaces with Other Projects

- Completion of the IWT utility installations requires completion of predecessor Component Change Out Shop utilities.
- Subsequent upgrades to the existing Wheel Mill cannot begin until the IWT is operational.

Major components completed to date:

- N/A – Construction NTP was issued July 18, 2011.